

CREWSAVER SERVICING AND MAINTENANCE BULLETIN No. 41

Issued to: All Service Stations

DATE ISSUED: 8th May 2013

SUBJECT: Hammar information concerning fit of gas cylinders into the inner body moulding.

ISSUED BY: Rob Angel

EXP DATE: Not Applicable

Changes from previous issue: Issue 1

Hammar have released the following. The problem was picked up in the factory and since all our rearming kits are pre-glued customers will not see a problem. If the A1 inner bodies are reused or if new components are purchased and glued in the service station please be aware that this can prevent the cylinder screwing fully into the body.



INFORMATION TO INFLATOR CUSTOMERS MAY 2013

HAMMAR BODY COMPONENT WITH GAS CYLINDER

Dear Customer,

We have been alerted by one of our customers that the thread on our body component seems to be too tight and difficult to fit with gas cylinders with threads on the maximum tolerance.



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Further investigations with certified gauges for ½” 20 UNF 1B has shown that the thread on our body component is a little bit too tight to fit ½” 20 UNF 1A threads with a dimension close to the upper limit of the tolerance.

Background: Hammar have used the same tooling for the thread socket since 1996. The tooling have had the usual polishing and repair required for injection moulding tools. Checking of the thread in the moulding process, incoming goods control, production control and final inspection control has always been done with gas cylinders from the large suppliers. Production testing and development testing has required continuous supply of gas cylinders so different batches has been used during the years. During these years there has never been any rejections or claims from our production or QA departments on the threads used in our body assembly.

Why? Hammar has used gas cylinders from the leading manufacture on the market instead of using certified gauges for the UNF thread.

Corrective actions:

- New insert for the thread tooling has been ordered and the new thread is introduced in the production during May/June 2013
- Certified gauges has been ordered and will be used for all checking of the body thread throughout the production process.
- Customers will be advised on the importance of verifying the assembly of the gas cylinder with the Hammar body component and ensure that the gas cylinder is fully screwed into the threaded socket.

Practical advise:

- Please instruct your operators to always make sure that the gas cylinder thread fits smoothly into the body component thread socket.
- If the thread is too tight stop the assembly and use another batch of gas cylinders.
- Always ensure that the gas cylinder is screwed all the way into the body component threaded socket. The top of the gas cylinder must be screwed tight to the bottom of the body component threaded socket.

TECHNICAL PRODUCT INFORMATION

Through the enclosed link you will find the revised Technical Product Information. You may note the following important up-dates:

- Product Compatibility and Approvals – changed recommendation for in-house testing method.
- Inside the Hammar Head – new section with the theory of how the Hammar Inflation system works
- Welding Instructions – important to allow sufficient welding time in order to get a good weld.
- Production Assembly – Always ensure that the gas cylinder is screwed all the way into the body component. The top of the gas cylinder must be screwed tight to the bottom of the threaded socket.
- Important to verify the glue process.
- Service and Maintenance A1 & M1- Periodical Checking item 4. Always ensure that the gas cylinder is fully screwed into the inflator body.

You are welcome to contact us if you have any questions.

Best regards,
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